



The North Carolina Shipbuilder

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YARD COMPLETES FIRST THREE CONTRACTS

Delivers 96 Vessels And Turns To New, Larger Assignment

SETS NEW MARK

S.S. Joseph A. Brown First Vessel On New Contracts

With the delivery of the S. S. Walter Hines Page during the first week of May, the yard passed another milestone in its young career by completing its first three contracts, calling for 90 Liberty ships, with the U. S. Maritime commission.

The first contract was filled when the 25th vessel built here, the S. S. Thomas Pinckney was turned over to the commission on September 7, 1942. The second was completed with the S. S. Benjamin Smith on October 7, 1942.

So, having fulfilled the first major assignment well, we turn to another one—the construction of 36 more Liberty freighters and then 87 C-2 type.

The first Liberty ship on the new contracts will be the Joseph A. Brown, named for the late prominent Chadbourn, N. C., businessman, and was launched 24 days after keel laying for a new yard record. It has been designated hull No. 151. For some months now we have been preparing to take up the new and more extensive job given us by the commission in the great program of building the "bridge of ships" and production of the C-2 ships should start early this summer. This vessel has a speed in excess of 14 knots and is considerably larger than the Liberty type.

Let's review briefly the history of our yard, formerly nothing more than a barren stretch of cypress swamps and flats along the eastern bank of the Cape Fear river but today the state's largest single industrial enterprise.

It began on February 4, 1941, when the ground was broken by a merged group of contractors, V. P. Loftis company, of Charlotte, and Orrell and Underwood, of Wilmington for a six-way \$5,140,010 project.

That date marked the return of shipbuilding to Wilmington after an absence dating back to the close of World War I. It was during the days of that conflict that Homer L. Ferguson, now president of the Newport News Shipbuilding and Dry-Dock company and chairman of the North Carolina company, toured the Atlantic and Gulf coasts in behalf of the United States Shipping board in search for shipyard sites.

After this trip, he reported to the board "in my judgment it is the best place on the South

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N. C. Yard Receives Contract For 27 More C-2 Type Freighters

Word that the yard has received contract from the U. S. Maritime commission for 27 more C-2 type vessels was received recently, bringing the total number of ships of this type that we will build to 87.

CAPTAIN'S LETTER SHOWS SPIRIT OF MEN ABOARD SHIPS

Mrs. Washburn, Sponsor Of Vessel Hears From Master

The fine spirit of the men who sail the ships we build here is reflected in the following letter from the captain of the S. S. Jonathan Worth to Mrs. B. M. Washburn, sponsor of the vessel:

Dear Mrs. Washburn:

This is to thank you for the two nice volumes of "The Correspondence of Jonathan Worth" which you sent. I'm sorry I have not been able to write sooner but in a new ship there are a lot of things to be done. When the ship went off in Wilmington on the 12th, I was on the bridge. If instead, I had been on the grandstand we might have met but your brother was also on board so we know each other. It was the first time for both of us to go down the ways on a new ship. It took just one minute then in another minute she was swung around and at 4:30 p. m. the ship was at the dock, all made fast. Next day and up until the 19th, a lot of work was done and we had the trial trip at 6:30 p. m. and the ship was delivered. Next day we sailed and it took quite some time to get here although the distance is not so much but

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AVERAGE NUMBER DAYS LAUNCHING TO DELIVERY VESSELS DELIVERED DURING MAR.		
NORTH CAROLINA	7.5	DAYS
OREGON	9.3	DAYS
RICHMOND NO. 2	11.3	DAYS
RICHMOND NO. 1	12.9	DAYS
HOUSTON	14.4	DAYS
BETHLEHEM-FAIRFIELD	15.6	DAYS
CALIFORNIA	16.3	DAYS
SOUTH PORTLAND	17.0	DAYS
KAISER-VANCOVER	20.0	DAYS
DELTA	20.6	DAYS

FIRST—This picture is familiar to practically everyone in the yard. But to others we explain that it shows our outfitting department leads the nation's principal Liberty shipyards in the minimum time required to complete a vessel after launching. We gained the top position in March. Let's stay there!

N. C. Yard One Of Two Most Efficient Producers Of Liberty Freighters In Nation

SIX BONDS GIVEN FOR SUGGESTIONS

Awards For Ideas Total \$272 During Past Month Here

The total amount of awards in War bonds and stamps to winners in the Suggestion contest system since its establishment in the yard on February 1, 1943, was increased to \$607.50, purchase price, last month as 28 more were presented to employees for valuable suggestions.

Six \$25 bonds were awarded during April and total prizes for the month amounted to \$272.50, purchase price.

Winners of \$25 bonds were H. M. Porter and R. D. Parker, Shipwrights; L. M. Berry, Fitters; J. A. Bracey, Ship Carpenters; L. H. Waters, Erectors, and D. E. Jennings, Transportation.

Porter and Parker, clock numbers 68136 and 68002, respectively, were awarded a bond each for their proposal for a slide way roller for pulling in launching ways. Berry, 64062, suggested an adjustable mold for fitting triangular shell plates; Bracey, 93093, proposed an improvement in assembling compass platform; Waters, 69265, submitted an idea on an improved lifting pad, and Jennings, 47302, suggested an improved procedure for assembling boilers. Bracey also won another award, of \$5 in War stamps, on his suggestion, No. 3970, calling for the re-

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Ranks First In Low Cost, Second In Man-Hours

The North Carolina Shipbuilding company has been named one of the two most efficient builders of Liberty ships in the nation by the Truman Investigating committee of the Senate. The other yard is Henry J. Kaiser's Oregon Shipbuilding company.

According to the extensive report released in Washington several days ago, our yard is the lowest in the country in dollar cost and second in man-hours per ship.

The report pointed out that we delivered nine Liberty ships in January at an average cost of \$607,827 a ship, exclusive of

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'HI-MATE' REVUE SLATED MAY 11-12

Will Be Presented In High School Auditorium At 8:15 o'Clock

With all the favorites of the past two editions of "Hi-Mate," plus many new entertainers, scheduled to be on hand when the curtain rises, the spring presentation of the employees' revue on May 11 and 12 is expected to be the best ever offered.

Rehearsals are now underway at the Brigade Boys' club under the direction of Larry Drinard. Plenty of new talent has been discovered in the yard in recent

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Production Communique No. 11

To the Workers of the North Carolina Shipbuilding Company:

Your own Liberty ship, the S. S. Virginia Dare, carrying a War cargo, met and repelled a series of air and submarine attacks and brought down seven enemy bombers. For eight blazing days she fought off high and low flying bombers, dive bombers and other planes making low frontal attacks in suicidal fury. The first bomber to feel the effects of the Virginia Dare's guns was set afire and had to jettison its torpedoes harmlessly before it crashed into the water. A few minutes later a Junkers 88, already afire, turned to crash dive into the bow of your ship. The men on the forward gun waited. They calmly held their fire until the plane was at the point blank range of 60 yards. The gun barked. A split second later the German bomber was blown to pieces. Later three more planes swooped low across the bow of the Virginia Dare. All were hit. Two catapulted immediately into watery graves. As a result of the gun crew's marksmanship and your sturdy workmanship, your vessel was able to deliver her cargo of vital War goods to one of the United Nations. Long a fond name in our history, Virginia Dare should now be a name of special pride to all of you at the North Carolina Shipbuilding company. Keep up your good work.

E. S. LAND,
Chairman, U. S. Maritime Commission.